TRANSPORTATION EXECUTIVE SUMMARY

June 2004

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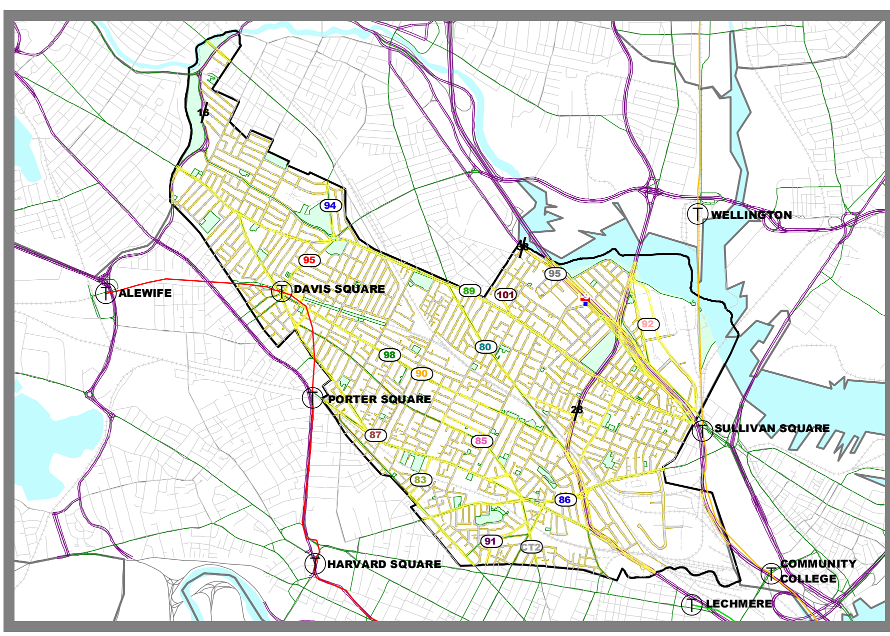
Transportation

The transportation section of Somerville's Community Development Plan is a tool for all city-related departments, state agencies, and the community to improve transportation locally and regionally. The element provides a framework of projects, policies and programs to plan for future transportation needs and improvements.

Roadways, public transit, walking, bicycling and parking, as well as the City's connection to the other elements of the plan, Economic Development, Open Space and Housing are addressed in this element.

Existing Conditions

Somerville is fortunate to have a variety of major transportation corridors that include both regional roadways and public transit lines. Although this presents a great opportunity, the infrastructure creates large physical barriers to the neighborhoods and commercial districts of the city. From Somerville, there is excellent ac-



(Left) A map of Somerville's transportation system

Average daily weekday traffic volumes for some of the major roadways in Somerville include:

- *Interstate 93—148,375*
- *Route 28—47,250-65,625*
- *Route 16—32,760*
- *Elm Street—15,927*
- *Upper Broadway—20,348-27,865*

(There are other roadways listed in the full CDP Transportation element.)

Such high traffic volume can be partly attributed to the many surrounding communities that access the urban core and local dependence on automobiles to commute to work. Shopping, errands and school trips contribute to the traffic congestion as well.

Somerville has numerous public transit systems in place, most which consist of the fifteen bus routes that connect the city to other transit systems and communities. Davis Square, an MBTA subway station, is in Somerville, and there are three transit stations that are adjacent in Medford, Boston and Cambridge (Wellington, Sullivan Square and Porter Square). Five commuter rail lines, the Orange Line and Amtrak services all go through Somerville, but do not stop. Local boardings for transit and bus service within the City for one day are high which indicates a high dependence on public transportation. Davis Square sees approximately 10,634 commuters daily.

The majority of Somerville commuters, even with many other transportation choices, are using their personal motorized vehicles for their primary mode of transportation (56%). Almost 30% of residents use public transit and 12% either walk or bike.

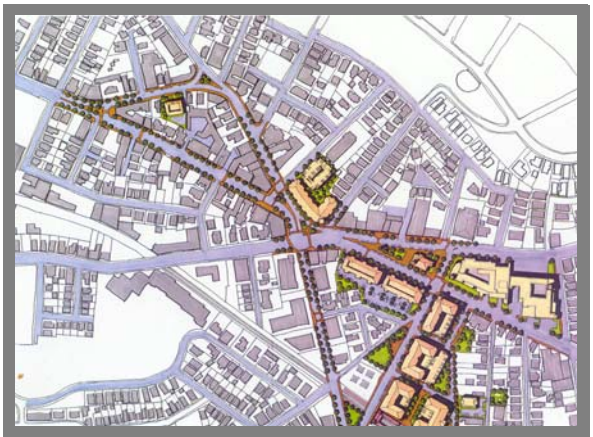
Several sections of Somerville have been designated as a "Community of Environmental Justice Concern" by the Boston Metropolitan Planning Organization. (MPO). Such a status recognizes the high number of lower income and minority residents of the area, and preference is given when making transportation investment decisions.

There are multiple City departments and State agencies responsible for maintaining and improving the city's transportation network. The partnerships that are formed between these parties are important to the planning, funding, design and construction of transportation infrastructure. The DPW and several of its divisions are responsible for the maintenance and construction of public ways which includes everything from street sweeping to snow removal to utility improvements. The Traffic and Parking Department maintains and installs street signs and traffic signals. Finally, the Office of Housing and Community Development works to help manage transportation planning and community development projects and they are in charge of connecting transportation to housing and economic development initiatives.

The Boston MPO carries out federally funded transportation plans and programs. To obtain any Federal funding, Somerville must program their project in the Transportation Improvement Program (TIP) which is an annual document administered by MPO.

Somerville has taken charge and completed many transportation initiatives and studies in the past few years that have helped to develop visions and frameworks for district and project based improvements. The major recommendations of these plans are outlined in the full Transportation element. Issues identified that will be challenges to further transportation improvements include the aging infrastructure, budgetary shortfalls, winter conditions and high traffic volumes.

The funding for road maintenance and reconstruction largely depends on annual state and local budget climates. The issuance of level bond bills, Community Development Block Grant awards, Enhancement Funds and appropriations pursuant to the local Capital Improvement Plan are all examples of available funding. One underlying theme throughout the transportation element remains that the many transportation corridors transecting the City possess wonderful opportunities, but they also create barriers to neighborhoods and commercial districts by reducing access for all modes of transportation. This in turn affects economic development, open space and housing expansion. Reconnecting the city fabric that is separated by these barriers is crucial to Somerville's con-



(Above) Vision for the Union Square Boulevard plan. The plan includes reconnecting Washington Street through the square, converting Webster and Prospect Streets as two-way and enhancing pedestrian and bicycle access. (Bluestone Planning Group)

Transportation Element Vision

In May and June 2002, four neighborhood visioning forums were conducted in preparation for the overall Community Development Plan. The initial vision for Transportation specifically was to:

- *Preserve the ease of access to and from Boston and the northern suburbs, and within and around the City;*
- *Expand public transit service, including new MBTA stops in Union Square and Assembly Square;*
- *Improve mass transit and other alternatives within the City (buses, Community Path);*
- *Provide more parking, especially in commercial centers;*
- *Minimize congestion and noise caused by "cut through" traffic;*
- *Develop more "pedestrian friendly" commercial areas and neighborhoods, and*
- *Note potential connections and tradeoffs between traffic, transit, and quality of life in and around commercial neighborhoods.*

The Office of Housing and Community Development articulated overall transportation goals in the Five Year Consolidated Plan that help complete the statement of Somerville's transportation mission:

- *Improvement of overall public facilities, infrastructure, and the environment in the City for the benefit of low and moderate income persons;*
- *Coordination and local promotion of the City as an environmental justice community in regional transportation planning efforts, and*
- *Continued leverage of CDBG funds with grants, private matches, and donations to improve the opportunities for low and moderate income persons.*

Somerville's transportation goals include the projects, programs and policies necessary for achievement. Specific activities indicated are for both ongoing and future efforts. Because Somerville is such a key part of the regional transportation system, it was important to lay a framework of long-term goals and objectives in addition to the short-term projects and strategies.

Goals

1) Promote an Accessible, Enhanced and Expanded Public Transit System

Areas and ideas and sites within/for Somerville that are specifically mentioned as priorities for this goal include:

- *Assembly Square Transit Station—multi-modal*
- *Medford Hillside—Green Line extension*
- *Other potential train stations*
- *Support Urban Ring Phase II with bus rapid transit routes and commuter rail stops*
- *New multi-modal transit stations at Union Square Ball Square, and Gilman Square that connect bus and rail*
- *Initiate a Citywide Bus Shelter Program*
- *Work with MBTA to improve bus operations*
- *Develop a study of the City's cost share of transit infrastructure*
- *Connect housing with transportation to further preserve affordable housing*

2) Support policy, programs and projects that promote walking and bicycling

- *Construct the East Broadway Streetscape*
- *Improve pedestrian connections at and near Assembly Square*
- *Improve lighting and streetscape amenities where appropriate*
- *Design and construct bicyclist/pedestrian connections where appropriate (Mystic Shoreline, Amelia Earhart Dam, Draw 7 Park, Sullivan Square to Broadway)*
- *Install flashing lights, updated pedestrian signalization, new sidewalks and other improvements as necessary*
- *Consider additional bike path connections*
- *Address safety issues for pedestrians and cyclists*
- *Complete the Somerville Community Path Extension, Eastern Feasibility Study*
- *Support the bicycle community by creating bicycle guidelines and encouraging businesses to install bike racks*
- *Construct Magoun Square Streetscape Enhancement Project*

3) Create Livable and Accessible Roadways for Local and Regional Use

- *Initiate transportation improvements and associated construction and design at Route 28 and Broadway, Pearl Street and Highland Avenue; Washington Street from McGrath Highway to Boston; an internal street network in the Assembly Square area; Foley Street, Main Street, Sullivan Square, Beacon Street, Somerville Avenue*
- *Improve connections between the Inner Belt District and Route 28*
- *Implement the Union Square Boulevard Plan*
- *Concord Square improvements*
- *Sycamore Street, Cross Street, Washington Street and Lowell Street Bridge replacements*
- *Improve urban design along I-93 and Route 28*
- *Make Route 28 a boulevard*
- *Complete and implement a Pavement Management Program*
- *Develop and implement a traffic calming policy for the City*
- *Partner with MassHighway to implement the Regional Truck Study*
- *Redesign the I-93/Route 28/Mystic Avenue Interchange*

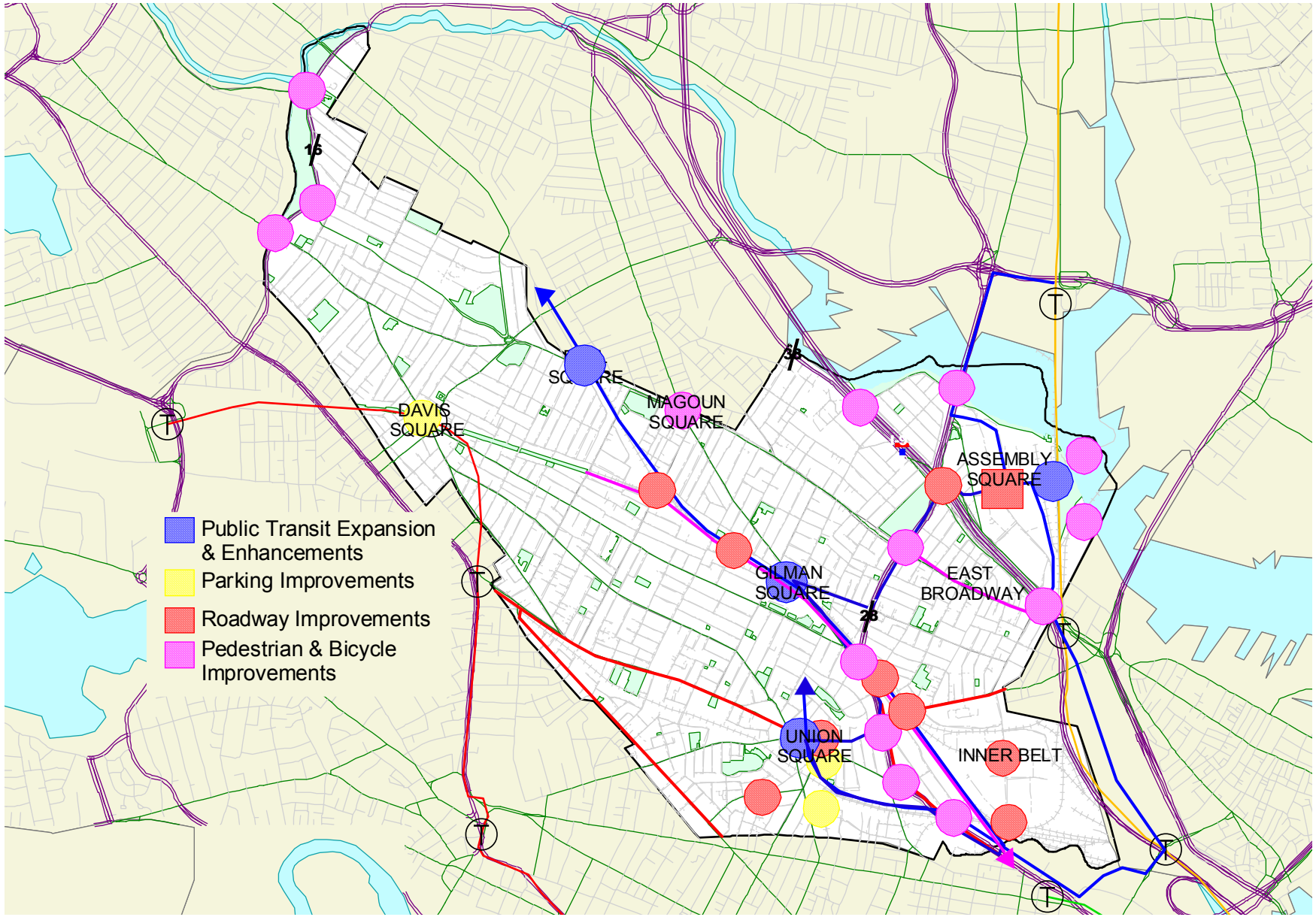
4) Connecting transportation, land use and economic development planning

- *Design and construct the Prospect Street Parking lot expansion*
- *Develop plans for two new public parking decks and design the construction and management of South Street parking lots for business use*
- *Install new metered parking spaces throughout the City*
- *Initiate a Davis Square Parking and Parcel Redevelopment Study*
- *Develop and implement a comprehensive program of parking supply and demand management strategies*
- *Redevelop/rezone plan for areas near transit stations*
- *Develop plans for a gateway program for all the transportation modes as they enter Somerville*
- *Work with private interests and the Chamber of Commerce to coordinate trip reduction strategies*

5) Connecting and Supporting City and Community in Transportation Planning

- *Continue to support ZipCar*
- *Continue to support SCM Transportation*
- *Form a Somerville transportation committee that would advise the City on transportation matters, assist with the coordination of ongoing transportation activities and provide an opportunity for active and knowledgeable Somerville residents and businesses to volunteer their services on issues of interest.*
- *Enhance partnerships with neighboring cities and towns including Boston, Cambridge, Medford and Arlington*
- *Develop transportation principles for the City of Somerville*

Transportation Action Plan Map



TRANSPORTATION ELEMENT

June 2004

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Introduction

Addressing the transportation needs of residents, businesses, visitors, and the region requires a multi-modal approach in transportation planning. This element provides a framework of projects, policies, and programs to plan for the future needs of transportation in Somerville. This document is a tool for all city-related departments, state agencies, and the community to improve transportation locally and regionally.

The following element addresses the various modes of transportation, including roadways, public transit, walking, bicycling, and parking as well as its connection to the other elements of the CDP—Economic Development, Open Space, and Housing.

Existing Conditions

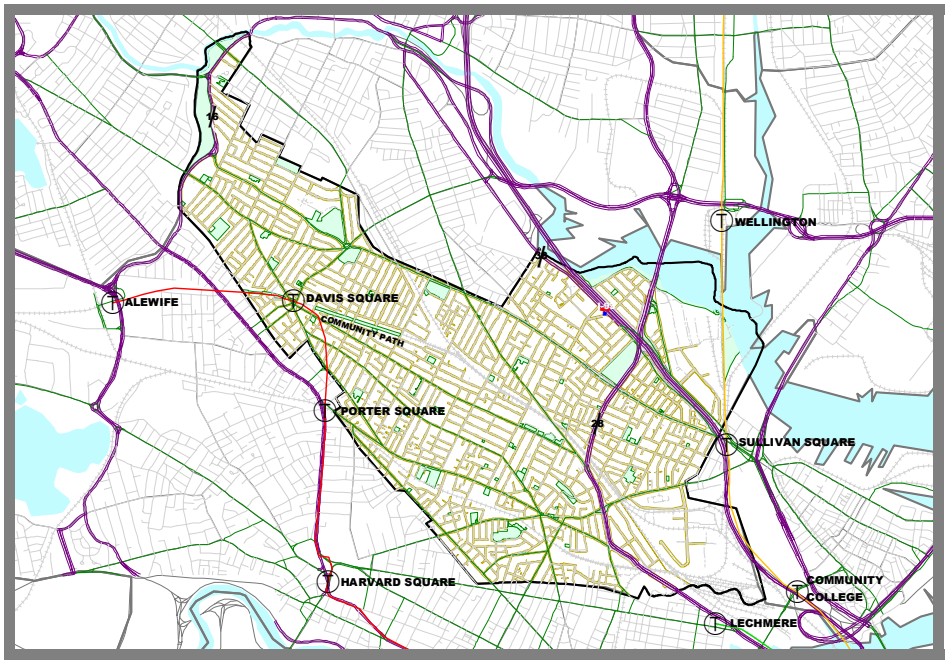
The City of Somerville consists of major transportation corridors, including regional roadways and public transit lines. These corridors hold great opportunity, but the infrastructure presents large barriers to the neighborhoods and commercial districts of the city. Several major regional arterials and regional rail lines transect the city. This infrastructure provides substantial access to Boston from the north and east, but the corridors isolate portions of Somerville from the rest of the community.

The City's roadway system portrays a typical urban core framework of sizes and characteristics. Interstate 93 dissects the eastern part of the city which is also the location of Routes 28 and 38. West Somerville is lined with Route 16 also known as the Alewife Brook Parkway. These major arterials are connected to a grid-like pattern of urban and principal arterials that finger through the city and support regional and local traffic volumes. The city is densely developed with two and three family homes that are served by local and neighborhood streets. The city is responsible for approximately 101 miles of public roadways.

The following numbers are average daily weekday traffic volumes of major roadways throughout the City (see Map T-1 for more locations):

Interstate 93	*148,375*
Route 28	*47,250—65,625*
Route 16	*32,760*
Washington St (E. of Rt. 28)	*29,188*
Upper Broadway (W. of Rt. 28)	*20,348-27,865*
Somerville Ave (W. of Union Square)	*17,800-21,800*
Highland Ave	*16,559*
East Broadway (E. of Rt. 28)	*16,438-20,000*
Broadway (W. of Pwdhse)	*16,372-19,378*
College Ave (So. of Pwdhse)	*16,312*
Elm St	*15,927*
Medford St	*15,835-30,313*
Beacon Street	*13,012-16,692*
Summer St	*10,153*

The volumes can be attributed to the many surrounding communities accessing the urban core and local dependence on automobile for commuting to work, shopping, daily errands, and



school.

Somerville's public transit system mostly consists of the fifteen bus routes that connect the city to surrounding transit stations and communities. There is one transit station, Davis Square, within the city and three transit stations adjacent to the city in the cities of Cambridge, Medford, and Boston (Porter Square, Wellington, and Sullivan Square). There are five commuter rail lines, the orange line, and Amtrak service that pass through the city, but do not stop. Similar to roadways, the regional rail infrastructure that the city bares is not comparable to the access provided. Somerville is also home to the 46 acre MBTA Commuter Rail Maintenance Facility also known as 'Big Blue'.

Data collected by the Central Transportation Planning Staff (CTPS) shows that local boardings for transit and bus service within the city (one day count) are high, which display a strong dependence on public transit:

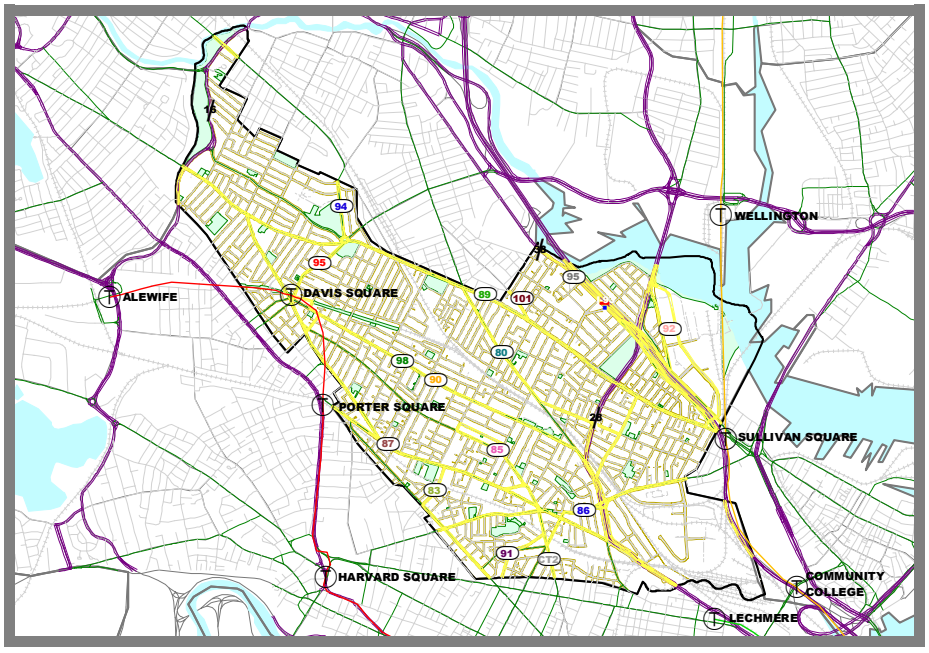
Davis Square Transit Station	*10,634*
Bus Route 88	*3,483*
Bus Route 87	*2,570*
Bus Route 89	*2,494*

Somerville is a city of commuters, who utilize the many modes of transportation available to travel to work. Using 2000 census information, workers 16 and older (44,977) commuted to work via the following modes:

	Somerville	*Statewide*
Motorized Vehicle	*56%*	*83%*
Public Transit	*29%*	*9%*
Walk or Bike	*12%*	*5%*
Other/work from home	*3%*	*4%*

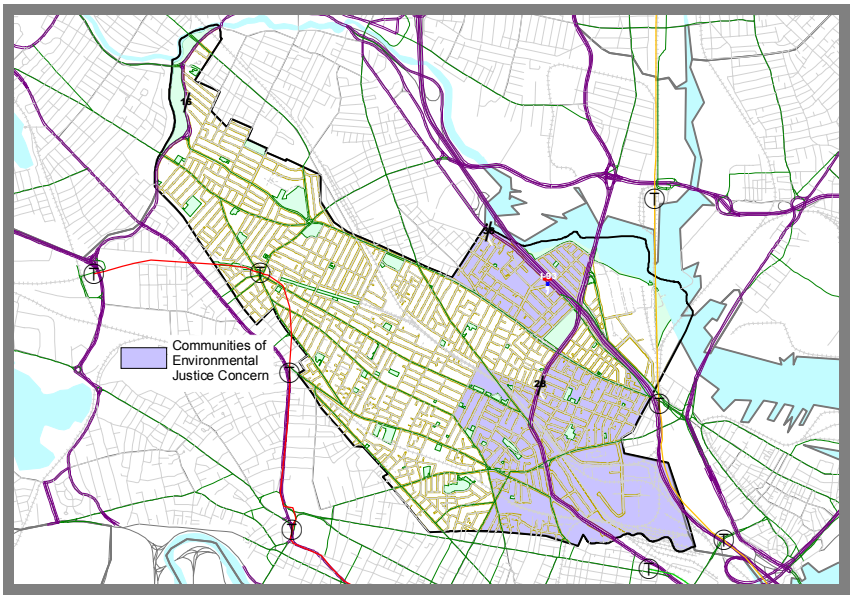
Of the commuters traveling by motorized vehicle, 81% drove alone while only 19% carpooled to work. Somerville has the second highest percentage of public transportation usage for commuting in the Boston area and also a high percentage of commuters that walk or bike to work. Through improvements to viable alternatives to automobile use, these percentages could increase, ultimately reducing roadway congestion and improving the quality of life for commuters and the community.

Portions of Somerville (see EJ map) have been designated as a "Community of Environmental Justice Concern" by the Boston Metropolitan Planning Organization (MPO). This status recognizes the high number of lower income and minority residents of that area and gives it some preference when the Boston MPO makes transportation investment decisions. The environmental justice designation requires the MPO to:



"Examine the allocation of benefits and burdens, currently and in the planned future;

Ensure that minority and low-income communities are treated equitably in the provision of transportation



services and projects; and

Provide full participation for minority and low-income communities to advise the MPO during its planning and decision-making process.

The examination of environmental justice will include consideration of patterns of capital investment and allocation that have contributed to present conditions and inform current and future MPO decisions." *(Boston MPO web-page)*

The Boston MPO has recently incorporated environmental justice policies into its official planning and programming documents and established an Environmental Justice Committee to provide guidance and comments. Several stakeholders within Somerville participate on this committee to ensure local issues and concerns are brought to the EJ table.

There are multiple City departments and State agencies that are responsible for maintaining and improving the city's transportation network. The partnerships made between these various parties are essential in the planning, funding, design and construction of transportation infrastructure.

Within the city, the Department of Public Works and several of its divisions are responsible for the maintenance and construction of public ways. This includes sweeping, snow plowing, utility improvements, street lights and street reconstruction. The Department of Traffic and Parking is responsible for maintenance and installation of street signage and traffic signals for the city. And finally, the Office of Housing and Community Development works within eligible block groups areas managing transportation planning and community development projects. OHCD is responsible for connecting transportation to housing and economic development.

There are multiple State agencies that are responsible for maintaining various transportation corridors and infrastructure. The MBTA owns most of the railroad right-of-ways (with exception to freight lines), several bridges and Davis Square station. The Department of Conservation and Recreation (DRC) maintains 55% of the City's open space and Route 28 which is designated as a State parkway. MassHighway maintains Interstate 93 and several bridges throughout the city.

In regards to Federal funding, the Boston MPO is one of the 13 Massachusetts regions established to carry out federally funded transportation plans and programs. The Boston MPO region comprises of nearly three million people and covers roughly 1,400 square miles and made up of 101 cities and towns. To obtain any Federal funding, the city must program their project in the Transportation Improvement Program (TIP) which is an annual planning document administered by the MPO. Large capital projects such as transit expansion or interchange improvements must be included in the Regional Transportation Plan (RTP) which is a long-range planning document also administered by the Boston MPO.

The City has completed many planning initiatives and studies in the past five years that have developed visions and frameworks for district-based and project-based transportation improvements. The studies have predominately focused on larger redevelopment areas of the city which include Assembly Square, Union Square, Inner Belt/Brickbottom, North Point-Somerville, and extension of the Community Path.

The major recommendations from these studies have been included as part of this element and are as follows:

- *Assembly Square Transportation Plan*
- *Assembly Square T Feasibility Study*
- *Assembly Square Design Guidelines*
- *North Point Somerville Planning Study*
- *Union Square Transportation Plan*
- *Union Square Master Plan*
- *Somerville Community Path Feasibility Study*

A combination of the city's aging infrastructure, budgetary shortfalls, severe winter conditions, and high traffic volumes contribute to the city's deteriorating roadways. To address this issue the City has began the process of developing a pavement management program that will begin prioritizing roadway maintenance and reconstruction projects based on roadway condition and need.

Funding for roadway maintenance depends on annual State and local budget climates. There are three major sources for maintenance and reconstruction projects: Chapter 90 funds, the local revenue, and Federal funding through the Boston MPO which includes sources such as Congestion Management and Air Quality (CMAQ) funds and Enhancement funds. There are also other sources through grant programs and State and Federal bond bills which typically include, Community Development Block Grant (CDBG) funds, and Public Works and Economic Development (PWED) funds.

The city through the Department of Public Works, undertakes the resurfacing of streets and reconstruction of sidewalks annually through its Capital Improvement Program. Dozens of streets are repaved and sidewalks are reconstructed as part of the program. The girth of the program depends on budgeting, however, the City is dedicated to ensure the program continues and a handful of neighborhood streets are maintained and repaved each year.

Multiple departments work in partnership to obtain funding from the Boston MPO for various roadway, bridge, transit, and bicycle projects that improve local and regional infrastructure. The Transportation Improvement Program (TIP) process allocates all Federal funding to localities for transportation projects. Each year the City works with the Boston MPO, MassHighway, and MAPC to ensure local projects listed on the TIP move forward and receive funding for construction. The MPO also offers potential transportation planning monies through the Unified Planning Working Program (UPWP) which has gone to some local planning initiatives such as the Route 28 Corridor Study.

The City began a feasibility study for an Orange Line Station at Assembly Square in March of 2003.

The purpose of the study is to determine if a station can work and how many people will use it. The study is also focused on the nuts and bolts issues including engineering/operational feasibility, construction, and ridership forecasts of constructing a station.

The City has taken the lead, funding the study and coordinating with the MBTA who has been supportive and has participated in the study.

Results of completed work has been extremely positive and suggests that a station can work within the existing Orange Line right-of-way.

Route 28 Corridor Study

The 2002 Unified Planning Working Program allocated $250,000 for the Central Transportation Planning Staff (CTPS) to complete the Route 28 Corridor Transportation Management Plan.

The primary objective of the study will be to create a Transportation Management Plan for the Route 28 Corridor. The plan will coordinate current and planned roadway improvement projects to accommodate expected development and traffic growth. The plan will also evaluate and recommend improvements for pedestrian and bicycle access, urban design, and public transportation.

As stated earlier, the many transportation corridors that transect the city possess great opportunity, but currently creates great barriers to neighborhoods and commercial districts. The many elevated roadways, railroad corridors, and bridges reduce access for all modes of transportation which ultimately effects economic development, open space, and housing expansion. A major theme of many completed city plans is reconnecting the city fabric that is separated by these large transportation barriers.

During the months of May and June 2002, OHCD hosted four neighborhood visioning meetings and one final 'Community Fair', in preparation for the CDP. The five community meetings helped to guide the City in the development of a draft Vision Statement that has been used to direct the City through the development of the CDP. The initial vision statement for the Transportation Element was:

- *Preserve the ease of access to and from Boston and the northern suburbs, and within and around the City*
- *Expand public transit service, including new MBTA stops in Union Square and Assembly Square*
- *Improve mass transit and other alternatives within the City (buses, Community Path)*
- *Provide more parking, especially in commercial centers*
- *Minimize congestion and noise caused by "cut through" traffic*
- *Develop more "pedestrian friendly" commercial areas and neighborhoods*
- *Note potential connections and tradeoffs between parking, traffic, transit, economic development, and quality of life in and around commercial neighborhoods*

OHCD's Transportation Division articulated additional transportation goals in the *Five-Year Consolidated Plan* and help to complete the statement of Somerville's transportation mission:

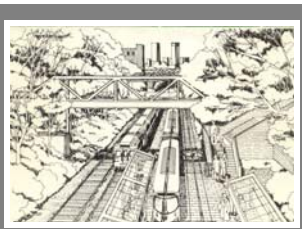
- *Improvement of overall public facilities, infrastructure, and the environment in the City for the benefit of low- and moderate-income persons.*
- *Coordination and local promotion of the City as an environmental justice community in regional transportation planning efforts.*
- *Continued leverage of CDBG funds with grants, private matches, and donations to improve the opportunities for low and moderate-income persons.*

Goals
Projects-Programs-Policy

The transportation goals, including all projects, programs, and policy, add clarity and detail to the community's visions. The activities include both existing on-going projects as well as suggest additional efforts. The regional significance of the City's transportation system requires the City to lay a framework for the long-term. Some of these following goals will not be met for many decades, however, the short-term projects and strategies under each goal will help guide the City to its vision.

Goal One-Promote an accessible, enhanced and expanded public transit system

- *Design and construction of the Assembly Square Transit Station. In addition, develop a multi-modal transit station at Assembly Square that connects buses, subway station, and Urban Ring.*
- *Extension of Green Line to Medford Hillside, including a Union Square alternative. The MBTA is*



Green Line Extension

In 1981 and 1984 the MBTA conducted two studies to evaluate alternatives to improve transit service north of Boston in East Cambridge, Somerville, and West Medford. Later in 2000, these transit expansion alternatives were made part of a EOTC/DEP Administrative Consent Order, which requires the extension by December 31, 2011.

The MBTA is now beginning the initial stages of meeting this commitment through a Major Investment Study (MIS) and required environmental reports and studies. This initial planning work will update previous completed work and select a preferred alternative.

The MBTA will work closely with the City and a citizen advisory board throughout the planning process.

beginning the initial stages of the MIS and EIR/S. The city should advocate for a rail-based, one-seat ride to and from Boston. In a previous planning document as well as through community discussions, multiple alignments and potential stations have been proposed. These potential stations and alignments include:

- *An extension up the Lowell line with potential stations at Washington Street, Gilman Square, Lowell Street, Ball Square, and West Medford.*
- *A Union Square alignment that could continue on to West Medford, be a separate spur to the Lowell line alternative or a single alternative that ends at the square.*
- *A Route 28 alignment that would travel up a reconfigured Route 28 as a Boulevard.*

- *Support Urban Ring Phase II – bus rapid transit routes and commuter rail stops proposed:*
  - *New commuter rail stations at Union Square on the Fitchburg line, at Gilman Square on the Lowell line, and at Sullivan Square station on the Newburyport/Rockport and Haverhill lines.*
  - *Route BRT-1 from Logan Airport to Kendall Square/MIT via Wellington, Assembly Square, Sullivan Square, and to the new Lechmere station. The Somerville portion would operate on bus lanes in mixed traffic using ITS.*
  - *BRT-3 from Wellington through Union Square to Kendall Square, using Route 28 to Pearl Street, through Gilman Square, Medford Street back to Route 28, to Washington Street to Union Square, and then an exclusive busway between Union Square and the new Lechmere station.*
- *Develop plans for new multi-modal transit stations at Union Square and Gilman Square connecting bus, commuter rail, Green Line, and Urban Ring routes. Development of access plans and new zoning to encourage transit-oriented development.*
- *Develop plans for new multi-modal transit station at Ball Square connecting bus and Green Line routes. Development of access plans and new zoning to encourage transit-oriented development.*
- *Support Urban Ring Phase III – rail services between the Orange Line station in Assembly Square and the Silver Line station in Dudley Square. There are two alternative alignments still under consideration and an alignment can use either Green Line or Orange Line technology. The section between Assembly Square and Sullivan Square would be at grade rather than tunneled, and both Assembly Square and Sullivan Square would have parking with 5-minute service headways.*
- *Initiate a Citywide Bus Shelter Program. Locate major transfer and high volume stops or areas with harsh environments to install new bus shelters that act as anchors or neighborhood hubs to the city. This program would also include improvements to current bus stop locations and shelters. Improvements include relocation or consolidation of bus stops that serve various bus lines. Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.*
- *Continue working with the MBTA to improve overall bus operations and service including the roll out of CNG buses in the city.*

- *Develop a study of what costs the City bears from MBTA infrastructure, including loss of tax dollars, noise and air pollution.*
- *Connect housing development with public transit expansion to preserve affordable housing.*

Goal Two-Support policy, programs, and projects that promote walking and bicycling

- *Construction of East Broadway Streetscape project from McGrath Highway to Boston City Line. The project includes sidewalk and other streetscape enhancements. (~$2,000,000)*
- *Improved pedestrian connections at Route 28 and Middlesex Avenue recommended in the Assembly Square Transportation Study.*
- *Improve lighting and streetscape amenities for bicyclists/pedestrians under I-93 at Lombardi Street recommended in the Assembly Square Transportation Study.*
- *Design and construction of bicyclist/pedestrian connection along Mystic Shoreline using Fellsway (Route 28) Undercarriage.*
- *Design and construction of bicyclist/pedestrian connections across the Amelia Earhart Dam. The connection will close gaps among many proposed paths in the region.*
- *Design and construction of bicyclist/pedestrian connections to Draw 7 Park from larger Assembly Square District. Potential connection through the proposed Orange Line station.*
- *Improve bicycle-pedestrian connection under I-93 at Kensington Street.*
- *Design and construction of bicycle-pedestrian connection from Draw 7 Park to Charlestown.*
- *Improve pedestrian/bicyclist access and environment to/from Sullivan Square at Broadway/Maffa Way. Opportunity to address these improvements during Sullivan Square redesign.*
- *Install Beacon Street at Museum Street and Beacon Street at Buckingham Street flashing signals.*
- *Install new pedestrian signalization and signal upgrade at Summer Street and Central Street.*
- *Install Pearl Street at Walnut Street flashing signals.*
- *Develop plans for streetscape enhancements and pedestrian/bicyclist crossings for Broadway in Winter Hill from McGrath Highway to Ball Square.*
- *Install Highland Avenue at Conwell Street flashing signals.*
- *Construction of Magoun Square Streetscape Enhancements. The design includes new sidewalks, ideal block crosswalks and other streetscape amenities.. (~$784,500)*
- *Design and construction of Somerville Community Path Extension-Phase I: Cedar to Central Street. The path would extend the existing path 0.5 miles to Central Street. (~$500,000)*
- *Construction of bike path connections through Davis Square. A plan for continuing the Linear Park and the Community Path through Davis Square with facilities separated from autos but avoiding pedestrian routes on sidewalks (where bicycle riding is prohibited).*
- *Improve overall safety problems and pedestrian/bicyclist crossing issues for Powderhouse Square.*
- *Improve pedestrian/bicycle connections to Alewife Brook across Route 16.*
- *Improve pedestrian/bicyclist connections at Route 28 and I-93 Interchange through to Foley Street under I-93 and a better connection from Foss Park to Assembly Square.*
- *The I-93/Route 28/Mystic Avenue Interchange redesign alternatives should have better connections, particularly via Foley Street. A sidewalk, a two-way off-street bicycle path, and better lighting and other improvements are part of the design.*
- *Complete Somerville Community Path Extension, Eastern Feasibility Study: Central Street to Cambridge City Line. Further work is needed as follow-up to the Somerville Community Path Feasibility*

Perspective of Fellsway Undercarriage (Cecil Group-SAS/Design)

Study for eastern routing of the proposed path. The Community Path could potentially be a major contributor to Somerville's lack of open space. A grand vision for the path could be similar to the existing Southwest Corridor in Jamaica Plain, Roxbury, and the South End. The Lowell line would be covered with a path and green space, which would reconnect Somerville.

Somerville Community Path - *The development of bike and community paths from abandoned railroads across the region and country has proven to be a positive way of connecting communities internally and regionally. The City of Somerville has been advocating for the development of the Somerville Community Path, which would connect Belmont, Arlington, Somerville, Cambridge, and Boston, for the past decade. In 2001, the potential to construct the path came a step closer with the completion of the Somerville Community Path Feasibility Study. The study suggested several alternatives of how to route the path, a preferred alternative, and provided preliminary cost estimates.*

With the assistance of an active community group, Friends of the Community Path, the City of Somerville received a Tourism Grant from the Massachusetts Turnpike Authority to put towards further development of the path. The City will is using the funding for survey and design services for a section of the path that will connect to the existing path and run from Cedar Street to Central Street. Further feasibility work for the eastern portion of the path which will connect the path from Central Street to North Point in Cambridge and beyond. The City will continue to work on extending the path to create additional open space, access, and improve public infrastructure for the community.

- *Improve pedestrian/bicyclist connections across I-93 at Shore Drive, Temple Street, Route 28, Kensington Avenue, Broadway and Washington Street.*
- *Improve the attractiveness, safety, and access of Route 28 corridor for pedestrian and bicycle modes.*
- *Develop a final Somerville Bicycle Route Plan.*
- *Encourage existing businesses to install bike rakes and promote employee bicycle commuting. Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, on transit vehicles, in City parks, in private developments, and at other community destinations.*
- *Continue to support the Bicycle Committee with creation of Bicycle Guidelines. Roadway projects should incorporate bicycle lanes or wide outside curb lanes for comfortable bicycle travel.*
- *Continued enforcement and increased education of CBD riding restrictions. The cycling ban on sidewalks in Central Business District's could be expanded to Neighborhood Business Districts to protect pedestrians in the other 'squares' of the City.*
- *Continued support of using crossing guards for large or dangerous intersections.*
- *Complete and implement bicycle parking regulations for new construction and significant rehabilitation.*
- *Continue support of citywide Sidewalk Improvement and Maintenance Program.*
- *Identify and implement pedestrian/bicycle routes that should include proper directional signage for users.*
- *Develop and support a Safe Routes to School Program*

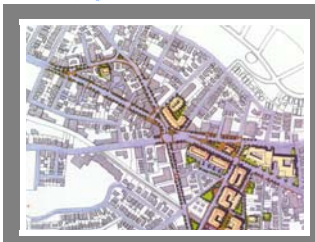
Goal Three-Create livable and accessible roadways for local and regional use

- *Construction of Route 28 at Broadway, Pearl Street, and Highland Avenue and Medford Street. This transportation improvement project at 3 intersections are currently under construction. Project will improve traffic flow for corridor, as well as, pedestrian/bicycle access at major intersections. (-*

Visions from the North Point-Somerville Study (ICON Architecture)

$1,500,000)

- *Design and reconstruction of Washington Street from McGrath Highway to Boston City Line. The project includes traffic capacity analyses, pedestrian safety, bicycle access, commercial parking and traffic signalization improvements. (~$1,750,000)*
- *Design and construction of internal street network in the Assembly Square district recommended in the Assembly Square Transportation Plan. Two alternatives, compatible with the respective interchange designs. Both include small blocks, wide sidewalks, and on-street bicycle accommodations. (~$4,720,000 public and private funding)*
- *Installation of signal improvements throughout Assembly Square district from development mitigation.*
- *Design and construction of Foley Street (north) from development mitigation.*
- *Design and construction of Main Street (west) from development mitigation.*
- *Design and construction of Sullivan Square Interim Plan. Ensure design addresses regional traffic patterns that impact the city and pedestrian/bicycle access from Sullivan Square to the city.*
- *Design and construction of Cross Street bridge replacement. (~$1,000,000)*
- *Design and construction of Washington Street Bridge replacement. (~$1,500,000)*
- *Develop plans to improve connections between Inner Belt District and Route 28 (the McGrath/ O'Brien Highway). A recommendation of the North Point Somerville Planning Study. An ideal connection would be at the southern end of Inner Belt Road and the traffic light on McGrath Highway at the Twin City Plaza entrance. This would permit quick and direct connection to East Cambridge and the MIT/Kendall Square areas. Such a connection could be linked to the proposed North Point development's main east-west boulevard.*
- *Design and construction of Gilman Street Bridge replacement/repair under Route 28.*
- *Design and construction of Inner Belt MBTA Tube Bridge replacement. (~$3,500,000)*
- *Construction of Beacon Street reconstruction project. Construction is scheduled after completion of the Beacon Street Stormwater Management Project, an innovative flood control project currently under construction in partnership with the City of Cambridge. The street reconstruction Project includes new full depth roadway, storm drainage, reset curbing and new sidewalks,*
- *traffic signalization, and street trees. The sidewalks of Beacon Street have historically been used as utility corridors (water mains and sanitary sewers), and the presence of these underground obstructions will guide the placement of new street trees. (~$3,580,116)*
- *Construction of Somerville Avenue reconstruction and enhancement project. The project limits are Union Square to the City Line in Porter Square. This major public works project includes City financed utility (sanitary sewers and water mains) rehabilitation and renewal and TIP financed new storm drainage, full depth roadway reconstruction, reset curbing and new sidewalks, pedestrian lighting, street trees, traffic signalization and channelization, and urban pedestrian amenities. (~$10,500,000)*
- *Implementation of the Union Square "Boulevard Plan". The Boulevard Plan suggests that Somerville Avenue and Washington Street each be reconfigured as one-way streets between Prospect Street and*



Union Square Transportation Plan

The City recently completed the Union Square Transportation Plan which includes specific recommendations for transportation improvements to increase pedestrian safety, alleviate congestion, encourage the use of public transportation, and address parking needs.

The City followed the plan with the completion of the Master Plan for Union Square. This document will serves as a vision for the development future of Union Square and provides a framework to help identify the steps necessary to ensure the economic success and revitalization of the Square.

Webster Avenue. This will require that Washington Street, which now dead-ends into the Washington Street public parking lot, be extended to Bow Street as a one-way through street. The 90-degree angle public parking spaces in the Washington Street lot would be realigned as curbside parallel parking spaces along the newly extended Washington Street. Somerville Avenue between Prospect Street and Webster Avenue could be narrowed in width, thereby allowing widened sidewalks and bicycle lanes.

- *Design and construction of Concord Square improvements. Proposed conceptual designs would increase auto and pedestrian/bicycle safety through traffic calming measures.*
- *Design and construction of Webster Avenue and Prospect Street to two-way streets.*
- *Construction of Webster Street Bridge replacement. Interim improvements have been completed.*
- *Restrict Springfield Street as a bus route. Bus Route 91 should utilize Cambridge Street and Prospect Street between Inman and Union Square.*
- *Construction of Sycamore Street Bridge replacement. (~$1,020,000)*
- *Design and reconstruction of Temple Street from Broadway to Mystic Avenue. The project would include full depth roadway reconstruction, reset curbing and new sidewalks and street tree plantings. (~$650,000)*
- *Construction of Lowell Street Bridge replacement. (~$2,000,000)*
- *Design and reconstruction of College Avenue from Powderhouse Square to Medford City Line. Project would include full depth reconstruction, reset curbing and new sidewalks, and street trees. Storm drainage along the length of the roadway will be improved as required. (~$600,000)*
- *Improve urban design along I-93 and Route 28 corridors.*
- *Develop plans to bring Route 28 to grade as a boulevard by removing the viaduct. This was a recommendation of the North Point Somerville Planning Study. The viaduct was necessitated in large part to create a grade-separated crossing above the Fitchburg Main Line, which runs at grade in this area. Removal of the viaduct over the Fitchburg line would allow the McGrath Highway to be reconstructed as an at-grade boulevard, re-linking the severed portions of the old Brickbottom district, and facilitating access, economic development and revitalization along both sides of the McGrath Corridor. A new McGrath Boulevard could potentially become an alternative route for the Green Line northwest extension.*
- *Develop plans to depress the currently at-grade Fitchburg Line. The Inner Belt/Route 28 connection would be directly achieved by depressing the Fitchburg line. While this would be a major undertaking (likely including reconfiguring the Medford Street underpass), it would have the significant additional benefit of also making it possible to remove a major segment of the McGrath Highway viaduct, which crosses above the at-grade Fitchburg line.*
- *Completion and implementation of a Pavement Management System (PMS). The PMS will provide an objective assessment of the physical condition of all public roadways and sidewalks. The PMS will be used to develop annual repair and reconstruction strategies for citywide implementation. The PMS will also improve coordination of utility work*

(rehabilitation and renewal of city water mains and sanitary sewers, gas company construction) and surface restoration. The PMS will improve preparation of budgets, allow analyses of 'what if' scenarios and modernize record keeping for the city's 100 miles of public ways and 200 miles of sidewalks.

- *Develop and begin implementation of a traffic calming policy for city.*
- *Continue working with MassHighway and surrounding communities to implement the Regional Truck Study.*
- *Continue obtaining regional funding for transportation improvements of City arterials that serve the regional network.*
- *Continue to be part of an influential role in shaping and implementing regional transportation decisions. Work with Boston MPO in development of the TIP, RTP, and UPWP.*
- *Redesign of the I-93/Route 28/Mystic Avenue Interchange. Two final alternatives included in the Assembly Square Transportation Plan. The project is scheduled for 2015-2025 in the Regional Transportation Plan. The new design should consider providing better or existing level of access to surrounding neighborhoods. There should also be direct access into the Assembly Square district from I-93. (~ $53,889,000)*

Goal Four-Connecting transportation, land-use, and economic development planning

- *Design and construction of the Prospect Street Parking Lot expansion project. Existing lot will be expanded into a portion of the adjacent Kiley Barrel site.*
- *Develop plans for two new public parking decks in Union Square as part of a public/private partnership with private property redevelopers.*
- *Design, construction and management of South Street (Boynton Yards) parking lots for business permit use.*
- *Installation of new metered parking spaces on Bow Street between Summer Street and Somerville Avenue.*
- *Initiate a Davis Square Parking and Parcel Redevelopment Study. This study would analyze existing parking supply and demand in the square to potentially redevelop underutilized parking parcels into mixed-use transit-oriented development.*
- *Develop guidelines for shared parking arrangements between private parking lot owners through City's planning process.*
- *Initiate a citywide metered parking study to understand proper installation of metered parking to encourage short-term parking and ease of parking enforcement.*
- *Review and update Article 9.6.3 – Proximity to Rapid Transit or Public Parking of the Somerville Zoning Ordinance to understand if larger incentives can be permitted to increase density near rapid transit stations.*
- *Develop citywide fee structure for parking in commercial areas.*
- *Develop and implement a comprehensive program of parking supply and demand management strategies for commercial districts. Protect residential areas from the parking impacts of nearby business districts. Work with businesses, the Chamber of Commerce, neighbors, and a parking consultant to explore options for constructing new parking facilities or using existing parking more efficiently.*
- *Development of a redevelopment/rezoning plan for areas adjacent to transit stations.*
- *Develop plans for a gateway program for all transportation modes as they enter the city.*
- *Work with private interests, such as the Chamber of Commerce and major institutions, to develop and coordinate trip reduction strategies.*

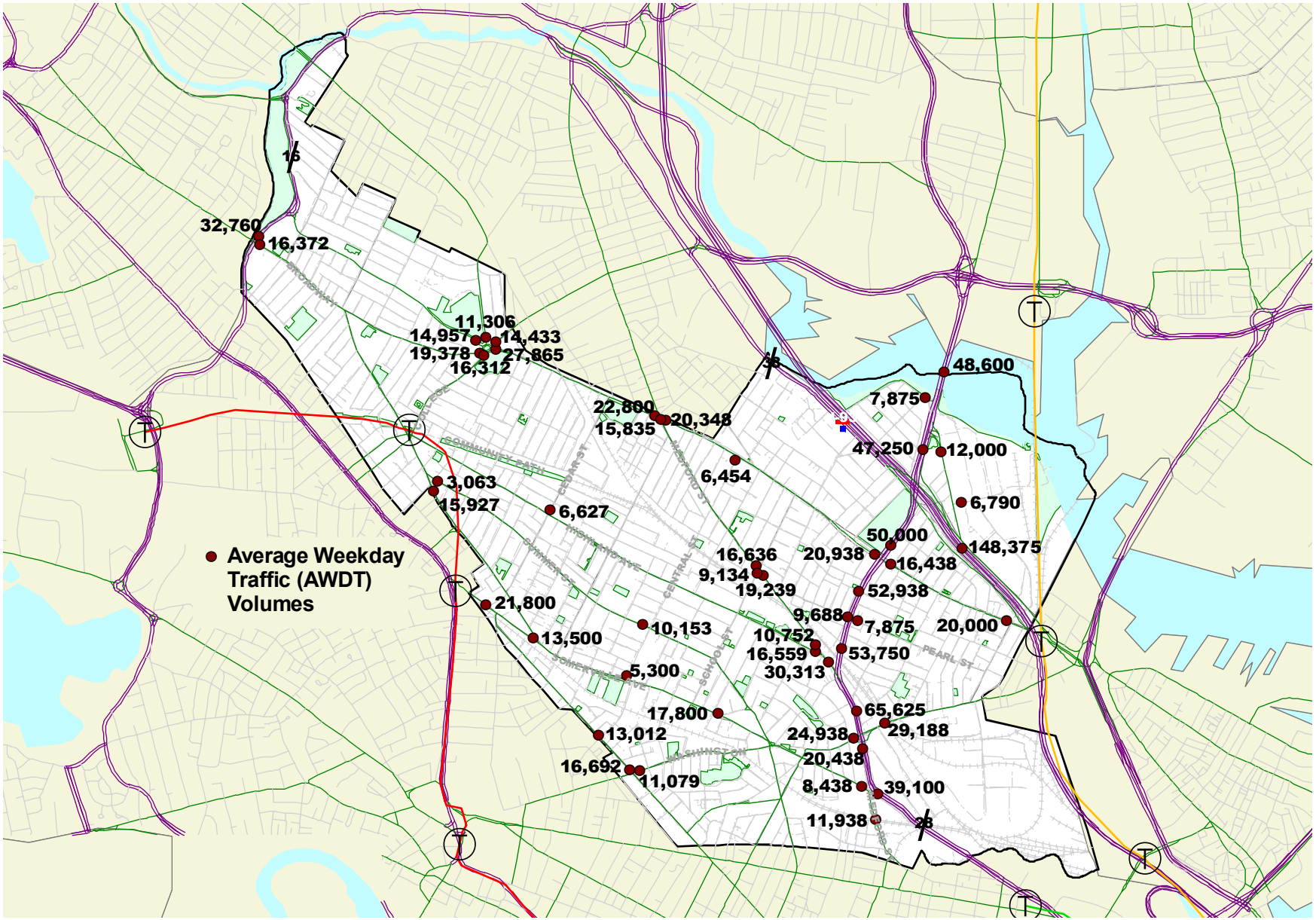
Goal Five-Connecting and supporting City and community in transportation planning

- *Continued support of ZipCar throughout the city.*
- *Continue support of SCM Transportation.*
- *Form a Somerville Transportation Committee. This committee would be comprised of city representatives, residents, and business owners. It would advise the City on transportation matters, assist with the coordination of the many ongoing transportation activities, and provide an opportunity for active and knowledgeable Somerville residents and businesses to volunteer their services on issues of*

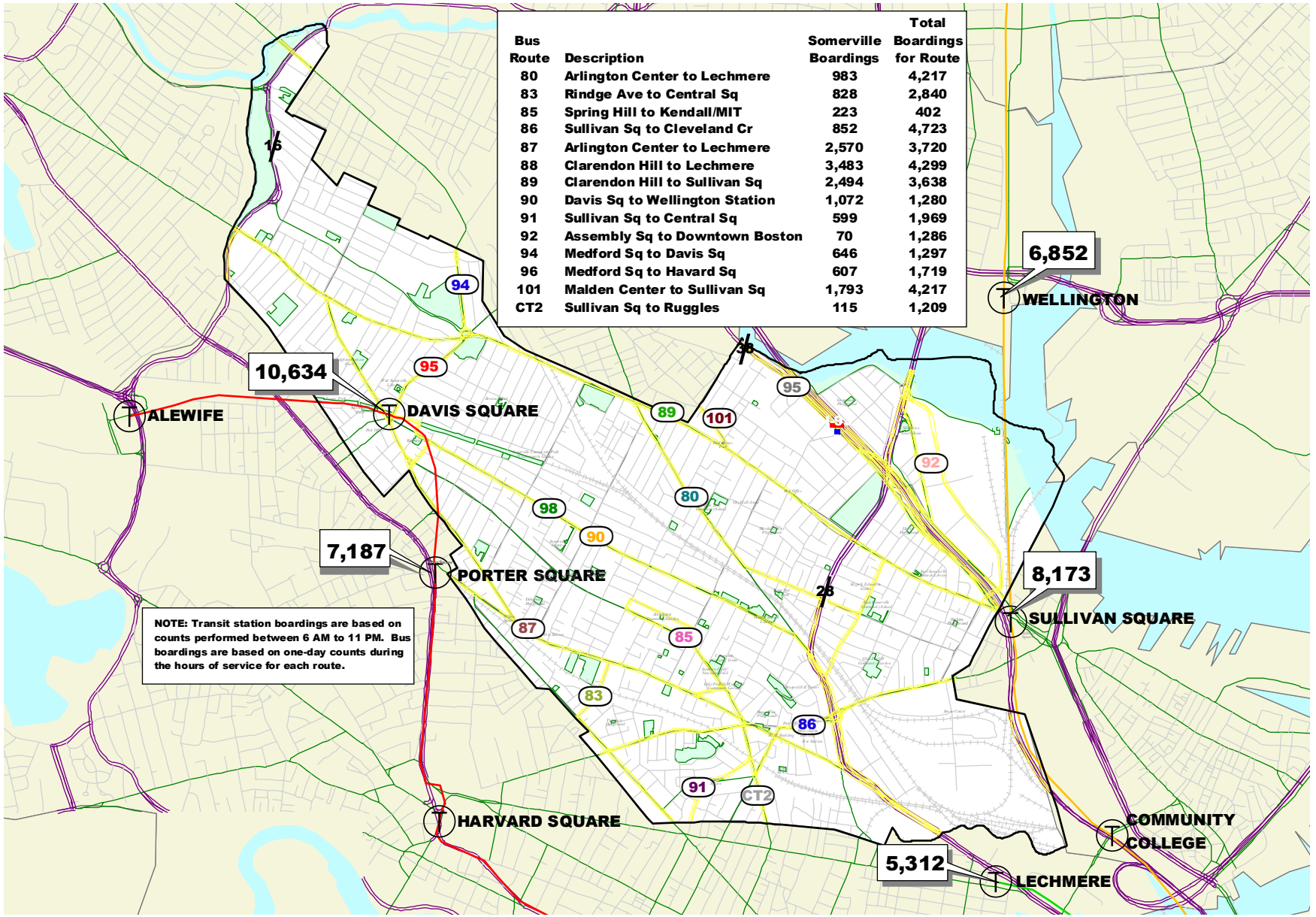
interest. An early activity of the committee could be the development of a set of transportation principles, to be applied in planning, design, education, and regulation throughout the city.

- *Enhance partnerships with neighboring cities and towns, Boston, Cambridge, Medford, and Arlington to coordinate bordering transportation projects and issues*
- *Develop transportation principles for the City of Somerville. For example:*
  - *The safe and efficient movement of pedestrians and bicyclists within the city should be given equal priority with moving vehicles through the city*
  - *Safe travel within the city should have priority in design over efficient travel through the city. When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.*
  - *Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.*
  - *Rail lines, which pass through the city, should have stops in the city.*
  - *The City should advocate for better bus service, but buses are no substitute for rail-based transit. Buses are temporary, not permanent.*
  - *Encourage infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that are appropriate to support transit, bicycling, and walking.*

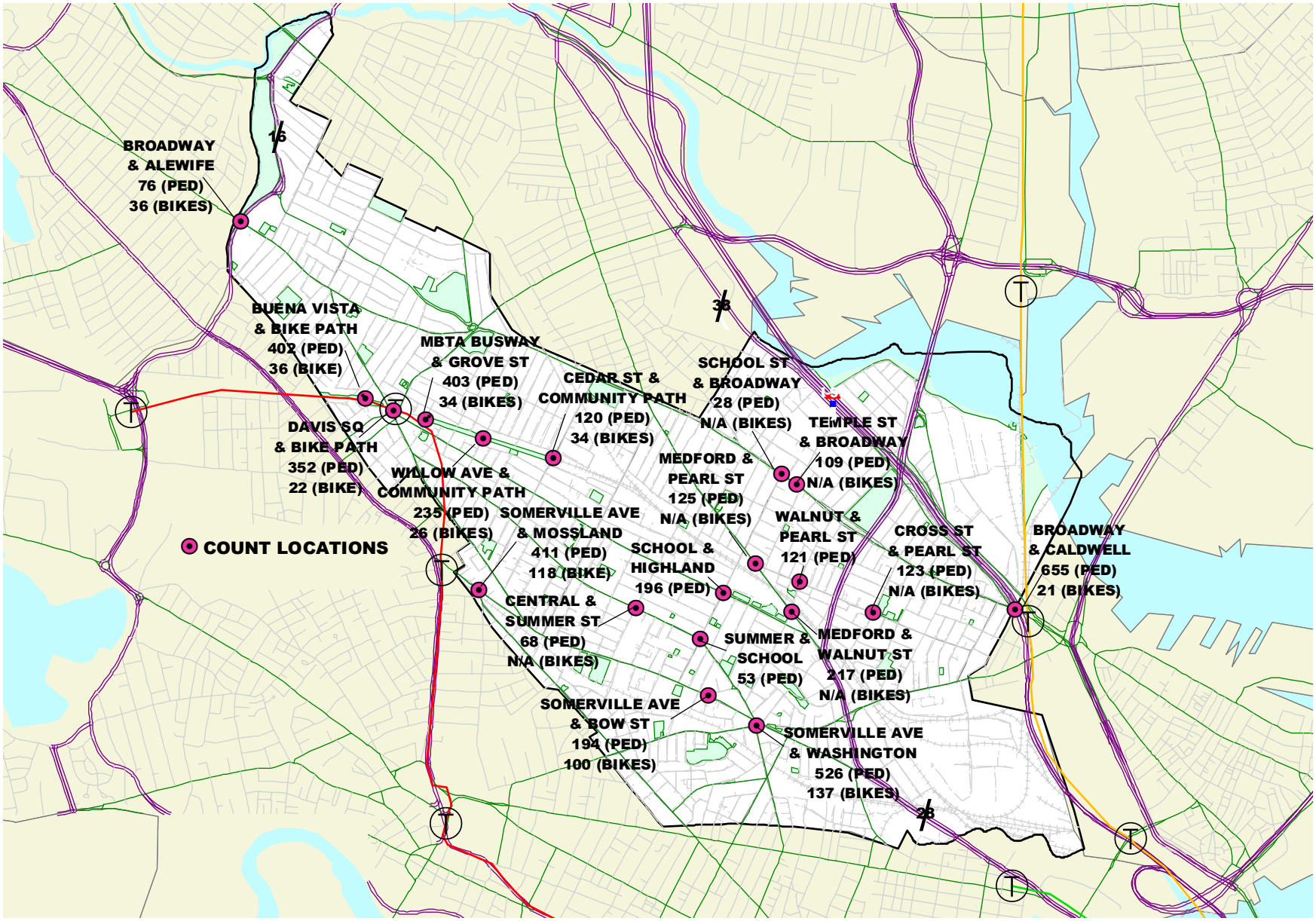
Average Weekday Daily Traffic Volumes



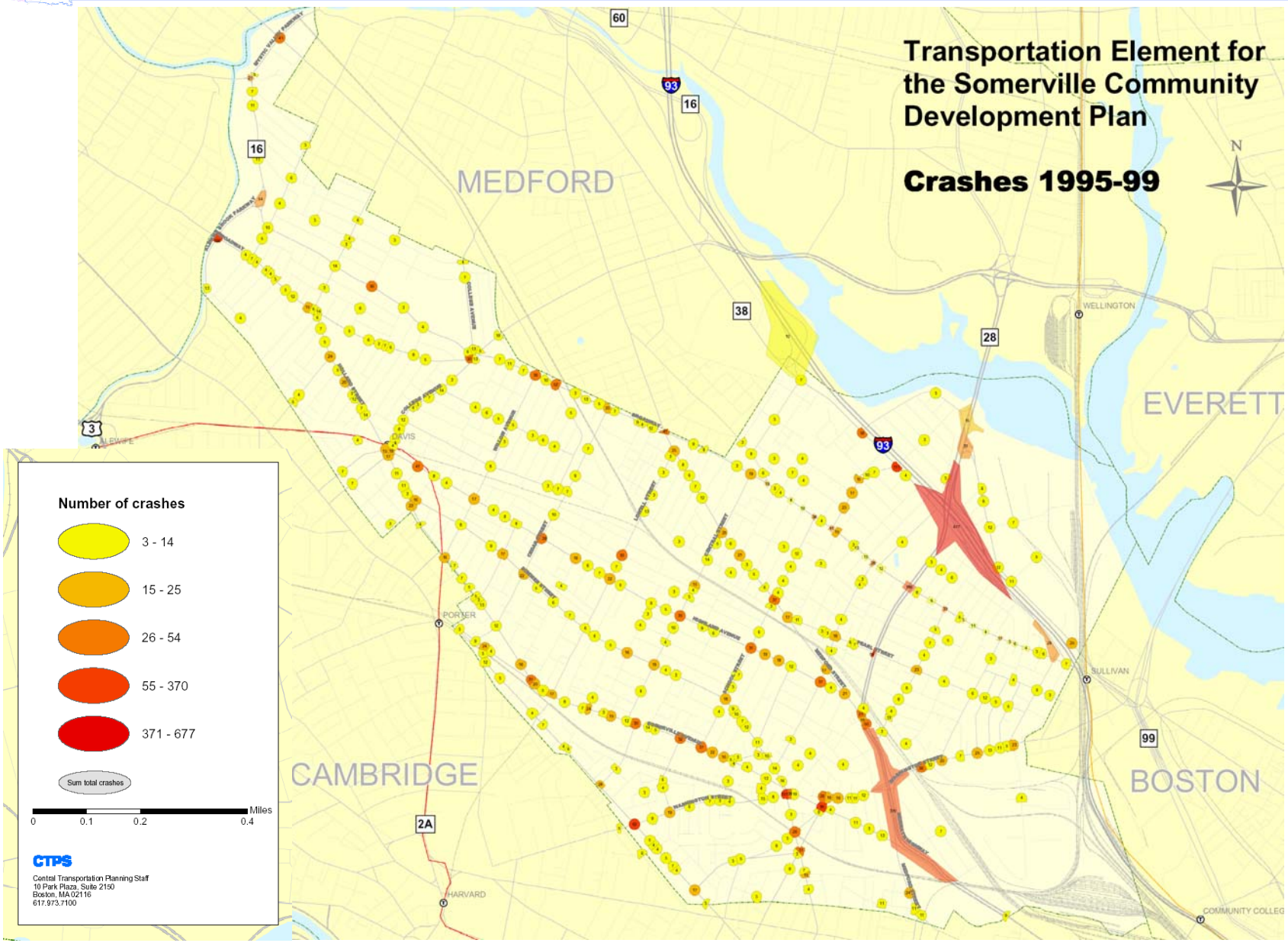
Bus & Rapid Transit Ridership



Pedestrian & Bicycle Counts (7AM to 9AM)



Motorized Vehicle Crashes 1995-1999



Pedestrian & Bicycle Crashes 1995-1999